



Hongkong Daily Press.

ESTABLISHED 1867.

No. 16839, 壬午年正月廿二日 星期一 HONGKONG, MONDAY, APRIL 2nd, 1912. 一拜禮 號二十二月四年二十百九十一英港香

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INTIMATIONS
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In Casks 375 lbs. net
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SHEWAN, TOME & CO.,
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Hongkong, 29th April, 1908.

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and \$7.50 per 100, SPORTING REQUISITES
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Hongkong, 26th October, 1906.

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SURGEON DENTIST,
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Consultation Free.
Hongkong, 21st September, 1905.

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Wholesale and Retail Ironmongers, Pig
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TIME TABLE.
WEEK DAYS.
8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.10 p.m....Every 10 minutes.

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45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.

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7.30 a.m....Every 15 minutes.
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10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.45 a.m. to 12.00 Noon....Every 15 minutes.
12.00 Noon to 10 p.m....Every 10 minutes.
1.45 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
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Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

Hongkong, 16th June 1911.

KELLY & WALSH, LTD.

FRENCH.

Un Palier d'Angkor, Loti	\$2.00
Ce Qua Je peux dire, Mayer	2.00
Le Prison Saint, Berthroy	2.00
La Louve, Formont	2.00
Jean Klein, Legionnaire, Labour	2.00
Du monon pour les petits Oiseaux, Tissane	2.00
Rien qu'une Fascade, Champour	70
Les Belles Martyres, Poybrune	70
Dominique, Arene	70
La Danseuse de Pompei, Berthroy	70

THE PEOPLE'S BOOKS.

40 cent. each.
Henri Bergson, Wildon Carr.
Heredity, J. A. S. Watson.
Women's Suffrage, Fawcett.
Botany, Stoepe.
Dante, Ferrer Howel.
Roman Catholicism, Coxon.
Shakespeare, Haford.
Pure Gold, O'Neill.
Science of the Stars, Maundier.
Electricity, Campbell.
Mary Queen of Scots, O'Neill.
Organic Chemistry, Cohen.

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80 cents each.

Down Our Street, J. E. Brookrose.
Zoraïde, Wm Le Quenx.
Under Five Reigns, Lady Dorothy Nevill.
Billy Bellow, W. E. Norris.
The Priest, Harold Begbie.

CLOTH, 50 cents each.

A Study in Scarlet, Conan Doyle.
Our Lady of Deliverance, John Oxenham.
A Tramp Abroad, Mark Twain.
The Kingdom of Slender Swords, Rives.
A Leader of Swords, Sir Gilbert Parker.

Anna the Adventurer, Oppenheim.

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Seymour Hicks, by Himself.

Mystery of a Motor-Car, Fergus Hume.

The Settler, Ralph Connor.

A Love Match, Eric Kowalski.

The Gates of Wrath, Arnold Bennett.

The Greater Power, Harold Bindoff.

A Cabinet Secret, Guy Boothby.

Hester Lane, Annie Swan.

Great Heart Gillian, John Oxenham.

The Second Generation, Graham Phillips.

The Tangled Skein, Baroness Orczy.

The Veil, E. S. Stevens.

The Slave not, Geo. Griffith.

Doreen, Edna Lyall.

The Love Seekers, Lucas Clegg.

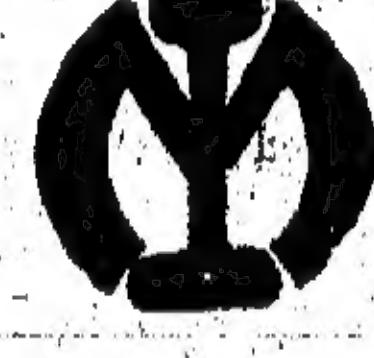
Mary Queen of Scots, O'Neill.

In Fine Feathers, Chas. Garvice.

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S.M.R.

SOUTH MANCHURIAN RAILWAY.



SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

LONDON TO SHANGHAI
IN 15 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified surgeon on board) leave the S.M.R. Whampoo Wharf, Shanghai, every Sunday and Thursday, connecting with the S.M.R. Express Train Service leaving Dairen every Sunday, Wednesday and Friday, in conjunction with the Trans-Siberian Express Service at Changchun.

Steamer Fares.—Single \$40; return (available for 3 months), \$64.

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Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

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Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's

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Telegraphic Address: "DOCK," Yokohama.

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Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 75,343 square yards, or 15.15 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouse.

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THE
DIRECTORY & CHRONICLE
FOR 1912.
Complete Edition ... \$10.00
Small... 6.00
Order now direct, or from the
Agents.
Agents in all the Foreign
Settlements throughout the Far
East.

PRICE, \$3 PER MONTH.

HOTELS

HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST.

Recently Refurbished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager

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KING EDWARD HOTEL.

TELEPHONE No. 373.
TELEGRAPHIC ADDRESS—"VICTORIA."

Under Entirely New Management.

Thoroughly Renovated.

Terms Moderate.

Excellent Cuisine.

H. HAYNES,

Manager.

Hongkong, 4th January, 1912.

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GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and airy rooms, hot, cold, and shower baths, electric light throughout and fans. Large and comfortable lounge, private and public bars and billiard rooms. ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary arrangements of the latest hotel. LAUNCH MEETS ALL STEAMERS. Monthly rates for tiffin and dinner. Special rates for married families on application to

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Proprietor.

(late Manager of J. H. LYONS' "Friedeisen" leading Cafeteria in London, and GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.

TELEGRAPHIC ADDRESS—"COMFORT," Hongkong.

Hongkong, 1st September, 1910.

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"BRAESIDE."

INTIMATIONS

A. S. WATSON & CO., LTD.,
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

B R A N D Y
Our Brandies are
GUARANTEED
TO BE
PURE GRAPE
SPIRIT.

Per case Per
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Capsule \$28.40 2.45

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WATSON'S ** COGNAC,

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C—**SUPERIOR OLD LIQUEUR COGNAC**, Gold

Capsule 37.40 3.20

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Gold and White Capsule 43.40 3.70

E—**FINEST OLD BROWN**

BRANDY, Gold and White

Capsule 49.40 4.20

(The above Prices include duty.)

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

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BIRTHS.

At 4, Knutsford Terrace, Kowloon, on 18th April, to Mr. and Mrs. FREDERICK J. GILL, a daughter (Maureen). [589]

On Sunday, 21st April, at Richmond House, Barker Road, Hongkong, to Mr. and Mrs. H. G. WHITE, a son. [601]

HONGKONG OFFICE: 102, DES VENUS ROAD C.
LONDON OFFICE: 151, FLEET STREET, EC

The Daily Press.

HONGKONG, APRIL 22ND, 1912.

THE perplexing economic questions which surround modern industrial development must often have raised a desire in the minds of enquirers that they could live again a thousand years hence just to see what man has done with his industrial problems. It may be said that a thousand years hence mankind will still be confronting problems, and this is no doubt true, for with no questions to solve the existence of the human race will be approaching its end. But the problems of a thousand years hence will be different from those of to-day, and our interest is in present day questions. To what end is the social organisation of mankind taking him? It is even difficult to say whether there is an end, for although certain social insects seem to have reached a stationary state, our knowledge of their conditions of life is of so comparatively short a period that it is difficult to say whether they also are not still undergoing development. In the case of mankind, it seems safe to say that the old *laissez faire* policy has been abandoned—whether temporarily or permanently remains to be seen—and attempts are being made to construct something to take its place. Mankind is no longer content to sit down and leave things to work themselves out. In some respects this new spirit is the result of the investigations of science, more especially biology. The labours of such scientists as DARWIN have shown us how beautifully means can be adopted to ends—how the tendency towards endless variation—a tendency for which there is as yet no explanation—and the survival of the fittest among the varieties can produce marvellous adaptations of life to life, of insect to flower, of parasite to prey. But there is another side to the picture which has struck the imagination of mankind, and that is the

terrible cost at which this result is produced. Those who speak of the struggle for existence very often confuse it with the preying of animal on animal which is one of the conditions of life. This, however, plays but a minor part. The real struggle for existence is internal. Nature produces lavishly. She flings a million seeds to the wind, content if but a hundred find a resting place where they can live. She produces myriads of delicate automata only to sweep them away again. It is only lately that man has become acquainted with the strange creatures that once shared the world with him. Now all that survives are a few bones. Organisations that must have taken tens of thousands of years to evolve have all perished and puny man has survived. It would almost seem like an experiment in size, with the minutest insects at one end of the scale and the giant mastodon at the other. The minutest form flourishes and continues to flourish, their capacity being so small that the yield of the earth is comparatively plentiful. They have even developed social organisations which present strange resemblances to the social organisation of man. But the very development of such organisations show that there too there is a struggle for existence; that the conditions which have led the bee to become a store of honey are similar to those which have led mankind to communal production, division of labour and governmental control. Man is not removed outside those influences; nor can he escape them; but it would seem as if modern development lay in the way of utilising them as to avoid the destruction and misery they inevitably entail if left uncontrolled. HUXLEY once contended that man's future progress was anti-evolutional that his development to higher things lay in opposition to the forces which had raised him up above other animals. He drew a parallel between modern civilisation and a well cultivated flower-garden. If the garden were abandoned, the weeds unchecked, and the primal powers of Nature allowed full play, the varieties developed by the gardener's art would stand no chance in the struggle for existence against the hardy growths which were constantly being passed through a strenuous ordeal until they had reached a condition which permitted survival under circumstances fatal to cultivated varieties. The answer seems to be that man is not reversing Nature's process, but hastening it, turning it, utilising it. Without the law of the survival of the fittest, the horticulturist would not be able to go on producing varieties of beautiful flowers, nor the fruit-grower enable to increase the size and the lusciousness of his fruits. There is no profounderitariness in HAKESPEARE than that he put into the mouth of Polixenes in "The Winter's Tale":—

Nature is made better by no mean
But Nature makes that mean; so over that

Art, Which you say adds to Nature, 's a Art
That Nature makes.

Art thus forms a continuation of Nature, dependent on the same laws; swayed by the same conditions. The production of a strong, virile race does not depend upon a rejection of the law of the survival of the fittest; that law has worked in the past in the development of mankind and will continue to work in the future. Modern ideas, however, seek to prevent the production of the unfit and thus avoid the pain and suffering which their elimination involves. By improving the sanitary conditions, spreading a knowledge of hygiene, conquering disease and practising physical culture, man seeks to produce conditions whereby those coming into the world may at least escape being an infliction on themselves and their fellows. Man cannot prevent the endless variation

which seems to be one of the laws of progress, but he can check the production of worthless types. Can the same principle be applied to social organization? Can the misery caused by the periodical dislocations of industrialism due to changing conditions or to failure of those concerned to keep pace with the times, not be averted by a similar utilization of natural laws? It is towards some such end that mankind is at present groping its way, and one is forced to admit that it is not altogether outside the bounds of possibility that he will succeed in reaching that end, or at least getting sufficiently near it as to prevent such stoppages of industry as have lately been witnessed in Great Britain. At the same time it has to be admitted that the path is full of difficulties, and that as yet there is but little agreement as to how they are to be surmounted. A large army of industrial workers has been created, who practically form co-operative organisations with the capitalists. The main cause of disagreement is the division of the profits. To interfere with the capitalists' right to obtain what profit they can on their capital is to take away the incentive to accumulate capital, and as the prosperity of a country largely depends upon its accumulated capital, this would be a fatal step. What is the way out? Socialism has one way, syndicalism (the latest remedy) another, individualism another, while there are numerous private paths, to which their owners are all ready to vouch. At present therefore all measures taken are tentative and spasmodic. There is a tendency to allow matters to come to a crisis before taking action, and then to pass hasty measures without considering their indirect effects on the situation.

"Random Reflections" are held over until to-morrow.

The s.s. *Minnesota* arrived yesterday with a record cargo of flour.

Lieut. C. V. S. Skrimshire, R.G.A., has been reconditioned for service as Staff Officer of the Hongkong Volunteer Corps.

New regulations relating to native craft, issued under the Merchant Shipping Ordinance, are published in the *Gazette*.

Four lots of Crown land are advertised to be sold by auction this afternoon by the Director of Public Works and two lots on Monday next.

It is notified in the *Gazette* that St. Mary's Church, at Causeway Bay, has been added to the list of places licensed for the solemnisation of marriages.

Mr. Chan Kai Ming's appointment as a member of the Sanitary Board, for a term of three years in the room of Mr. Lau Chu Pak, whose term of service has expired, is gazetted.

Two men were at the Magistracy on Saturday charged with being in possession of 105 tins of opium while on board the s.s. *Prinz Waldemar* without having an export permit. They were fined \$300 each, or three months' imprisonment, the opium being confiscated.

The death occurred on Saturday of Mr. A. J. V. Ribeiro, a very old and respected member of the Portuguese community. The late Mr. Ribeiro was over 40 years in the employ of Messrs. Jardine, Matheson and Co., and retired from active business life a few years ago. He leaves a widow and eight sons to mourn his loss.

General Sir R. S. Baden Powell inspects members of the Boys' Brigade of Hongkong at Government House early on Friday morning, the lads, numbering about 30, having marched from the Ferry wharf to Government House headed by their band. There they went through various movements and gymnastic exercises, after which they were briefly addressed by the Chief Scout, who dealt more particularly with the object of the Boy Scout movement. He gave helpful advice to the lads whose gymnastic work he praised. Breakfast was afterwards partaken of. The officers on parade were Captain the Rev. H. O. Spink, Senior Lieut. Crowther Smith and Lieutenants Wilkie and Railton.

A visitor to Hongkong, presumably a recent one, gives some impressions to the *Westminster Gazette*. The first one was that it is a city of the dead! It seems the effect was produced by the wide verandas to all the houses, so that at a distance no windows are seen, and all the buildings look like huge skulls with empty sockets where the eyes should be. To the visitor the feeling was heightened when he arrived at the Peak Hotel, and found all the "boys" clad in long white robes, which with their lean, cadaverous, brown faces, and shaven polls suggested a picture of the resurrection—not altogether a pleasant one. At the office a different thought occurred on seeing the typists and clerks in their short white jackets, their tight pants, and large, dome-like foreheads. They were exactly like the music-hall comedian Wilkie Bard, and one almost expected them to urge you to sing the chorus of "She sells sea shells on the seashore."

FIRE ON THE "MANCHURIA"

On the eve of her intended departure from San Francisco last month a fire was discovered among bales of cotton in the *Manchuria*'s No. 4 hold. The flames were noticed at 1 p.m. and were not finally extinguished until after 7 p.m. The hold had to be flooded. On the day following the statement was published:—While the probable loss due to the fire and the flooding of the No. 4 hold has not been accurately ascertained, steamship men and fire insurance underwriters roughly estimate that the damage will amount to in the neighbourhood of \$50,000. Of that amount the loss occasioned by water will be about 90 per cent, the fire itself doing but 10 per cent. of the damage. The principal loss is to the cargo of cotton stored in lower hold. There were 1,000 bales of cotton there, all of which has to be taken out. That not touched by the flames was soaked with water. The cotton is valued at \$60,000. The salvage will amount to much less than half the value, according to the estimates. No damage was done to the hull of the ship.

Spontaneous combustion is believed to have caused the fire. The lower hold was filled with copra and sulphur when the *Manchuria* arrived at San Francisco. Fumes of that cargo remained in the lower hold, in which was afterward stored the baled cotton. The cotton was loaded during a rainstorm and was consequently wet.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURCO-ITALIAN WAR.

THE DARDANELLES CLOSED.

LONDON, April 20th.

In the House of Commons, Mr. Acland, Under Secretary for Foreign Affairs, said he fully appreciated the seriousness of closing the Dardanelles to British shipping, and he would immediately endeavour to secure information as to whether mines were adrift in the open sea.

Reuter's correspondent in Rome wires that the Italian Fleet did not intend attacking and forcing the Dardanelles, nor had they the intention of landing. They merely hoped to induce the Turkish Fleet to come out and fight, and eventually after two hours' cannonade with the forts, they sheered off having meanwhile cut several submarine cables.

Turkey notifies the release of a chain of floating mines, and consequently navigation in the Dardanelles is closed.

Reuter is informed that the Italian squadron is returning to Italy, having accomplished its object.

The Italian papers suggest that it was intended to force the Turks to close the Dardanelles, and this has been brought to pass by Turkey releasing a chain of floating mines.

At Lloyd's and on the Baltic uneasiness prevails lest the closing of the Dardanelles will bring the chartering on the Black Sea to a standstill. There are 150 steamers on the other side of the Bosphorus.

DARDANELLES TO BE OPENED.

LATER.

A wire from Constantinople states that it is reported that in view of the prejudice to shipping, the Government has decided to re-open the Dardanelles.

FRANCE IN MOROCCO.

LONDON, April 21st.

A Paris telegram states that it is officially announced that the French have recaptured the rebel position at Fez, after heavy fighting.

HUNGARIAN POLITICS.

LONDON, April 20th.

The Hungarian Finance Minister, Lukacs, is forming a new Cabinet.

THE STRIKE IN SIBERIA.

STRIKERS FIRED UPON.

LONDON, April 21st.

A telegram from St. Petersburg states that volleys were fired by the troops on the 16th inst., decimating the workmen. The casualties were, 150 killed and 200 wounded. It is alleged that wounded men were shot while crawling to shelter. The matter, which will be brought up in the Duma, is arousing universal indignation. The men have telegraphed asking for a full investigation. The commander of the troops has asked for reinforcements and the declaration of martial law.

ANOTHER BY-ELECTION.

LONDON, April 20th.

The bye-election at East Nottingham, caused by the retirement of Captain J. A. Morrison, Conservative, who was returned at the General Election by a majority of 1,470, has resulted as follows:—

Mr. Rees, Unionist 6482

Mr. Dobson, Liberal 5158

Unionist Majority 1324

AMATEUR CHAMPIONSHIPS.

London, April 21st.

The amateur championships promoted by the Amateur Athletic Association took place on Saturday. The seven miles walking competition resulted as follows:

Bridge, Lancashire 1

Yates, Salford 2

Ross, Middlesex 3

Times, 12m. 4 3-5s.

The ten miles running competition resulted as follows:—

Scott, Salford 1

Humphrey, Herne Hill 2

Tucker, Reading 3

Time, 52m. 30s.

was fined, he was acquitted. He said also that he was publishing in Hongkong a paper called the *Philippine Republic*, in which he had published articles calling for the immediate establishment of the Philippine Republic. There could be no doubt that there was sufficient political atmosphere about his writings to make him a person obnoxious to the Philippine Government.

Something was said about this involving a charge of *mala fides* against the Government. That question was very fully gone into in Orton's case, but for the purpose of the present case it was sufficient to say that the treaty authorised the enquiry which the prisoner had started, and the Court would have to do its best to grapple with it, and if it thought there was an ulterior motive it would have to say so. After reviewing the evidence put forward by the prisoner in support of this contention, his Lordship said it looked as if, on the face of it, that it was so; especially in view of the fact that the man had been allowed to remain here peacefully for six years; but there was no limiting the period of extradition, and the State had the same right that the ordinary individual had to enforce rights, even vindictively.

In this case the Philippine Government had the right to get the man to put him into prison for his offence of abduction unless the vindictiveness was political.

This being so, he hesitated to say that the case came within the clause of the Treaty.

His Lordship remarked that the Court was left in the dark as to the true relations between the Philippines with the United States.

Mr. Anderson's statement was not challenged, but he would point out that it had gone far enough.

The plain meaning of what it seemed to the Court that he said was challenged by the Crown as not being the plain meaning.

If that plain meaning was correct then the requisition had been made by the wrong officer. If it were not the right view, they had no evidence before them to support the contention of the Crown.

That evidence was indispensable. It was not a mere technicality, and the Court had no power to set aside the express terms of the law.

The Philippines had been what they are for some years past, and a declaration could have been made adjusting the Extradition Treaty to the new circumstances; that it was necessary in view of the proximity of the islands to Hongkong was obvious, but the Court could not work in the dark in order to do what the Governments of the two countries had not yet done. The prisoner was therefore discharged.

Mr. Justice Compton said:—I agree generally with the very learned judgment just delivered, which deals so fully with every point raised in the case that I have very little to add. But I have a few remarks to make on the contention that this requisition is made in order to punish the prisoner for a political offence.

The Act contains various restrictions with regard to the surrender of fugitive criminals: the one material to the issue is—Sec. 3 (1) A fugitive criminal shall not be surrendered if the offence in respect of which his surrender is demanded is one of a political character, or if he proves to the satisfaction of the police magistrate, or the court before whom he is brought on *habeas corpus*, or to the Secretary of State, that the requisition for his surrender has in fact been made with a view to try or punish him for an offence of a political character.

The Chief Justice, in the course of a lengthy judgment, said that the depositions came to the Court from the magistrate in a very imperfect and fragmentary condition; they were supplemented by affidavits on behalf

THE "TITANIC" DISASTER.

EVIDENCE BEFORE THE SENATE COMMITTEE.

LISTS OF PROMINENT PEOPLE DROWNED AND RESCUED.

MR. ISMAY AND "TITANIC'S" OFFICERS WARNED NOT TO LEAVE AMERICA.

[THROUGH REUTER'S AGENCY.]

STATEMENT BY MR. ISMAY.

Mr. Ismay has cabled that the *Titanic* collided with a low-lying iceberg. The weather was clear and starlight and the sea calm. She struck a glancing blow, apparently tearing her starboard side open about the bilge for a considerable length.

Mr. Ismay is overwhelmed at the disaster. He affirms that the Company will do everything humanly possible to alleviate the distress, and says he will welcome the most exhaustive enquiry into the disaster.

Mr. Ismay left on the last boat, one of the collapsibles.

THE DEATH ROLL.

The White Star has issued a statement that 1,135 persons perished by the sinking of the *Titanic*.

Apart from the list of prominent people already mentioned as having been drowned, the following are among the missing:

Mr. Thomas Andrews, nephew of Lord Pirrie, director of Harland and Wolff.

Mr. Bell, chief engineer of Harland and Wolff.

Mr. Van der Hoff.

Mr. Carleton Young, a prominent resident of Minneapolis.

Mr. Luther Burbank, a Californian horticulturist.

Mr. Parsons, an ex-Congressman of New York.

Mr. Marvin, who was on his honeymoon.

Mr. Christopher Head, ex-mayor of Chelsea.

Professor Ross, of Wisconsin University.

Mr. Thayer, President of the Pennsylvania Railway.

Mr. Rosbling, a steel millionaire.

Mr. Reuchlin, of the Holland-America Line.

Mr. Millet, an American artist.

Ex-Senator Warren.

Senator Carter.

Colonel May.

Dr. Minahan.

Messamyes Snyder, Figler, and Ettinger, well known in New York society.

Mrs. Carter, Pennsylvania.

LIST OF SURVIVORS.

The list of survivors includes:

Mr. Cardenzo, of Rio Janeiro.

Mr. Marochal, Wash.

Mr. F. G. Harper, publisher, and wife.

Miss Swift.

Mr. Stenger.

Mrs. Stone.

Mrs. Douglas.

Those ladies are all well known New York hostesses.

Mrs. Hoyt, wife of an ex-Governor of Washington.

Mrs. Marvin.

Miss Margaret Graham, a California actress.

Miss Eustis, of New York.

Miss Gladys Cherry.

CHINESE SURVIVORS.

Six Chinese who hid beneath the seats of the *Titanic's* lifeboats are among the survivors. They were not detected until the boats had been taken on board the *Carpathia*.

Two of their companions who were also in hiding were crushed to death by the weight of other passengers sitting above them.

SURVIVORS IN HOSPITAL.

Altogether 140 survivors are in hospital, but all are expected to recover.

RICH DIE; POOR SAVED.

A feature of the disaster is that many rich people were drowned, while so far as is known all the poor women and children were saved.

SEVENTY WIDOWS.

Mrs. Edgar Meyer, of New York, praises everybody on the *Titanic*. She says her husband threw her into a life-boat remanding her of their child at home. "There were about seventy of us widows aboard the *Carpathia*," added Mrs. Meyer.

LIVES LOST OWING TO MISPLACED CONFIDENCE.

Three French first-class passengers emphasise the fact that but for the blind faith of those on board in the unsinkability of the *Titanic* the loss of life would have been less, many believing that the launching of the boats was an excessive precaution and that there was no risk whatever in remaining on board. Hence they refused to go. Many of the boats thus lowered were only half-filled. When it was realised that the liner was sinking some of the passengers succeeded in lowering a collapsible boat, which was damaged in collision. Fifty people crowded into the boat, which was semi-swamped, but one by one they began to perish from cold and their bodies were thrown out. Only 15 survived to be picked up.

A WONDERFUL ESCAPE.

Colonel Gracie, of the United States Army, went down with the *Titanic*, but while being whirled around he seized hold of a piece of grating. He then saw a raft floating upwards. This he boarded and rescued others till there were 30 aboard. All were later picked up by the *Carpathia*.

The crowd on the raft were compelled to stand for hours packed back to back, being fearful to move lest the delicate balance be upset. Even when someone whispered that a steamer was approaching they dared not look round.

Colonel Gracie says he felt as if he were propelled to the surface by explosions. There were bodies all around, and the raft was soon full and water-logged, so that they were compelled to refuse others from getting aboard.

Many of these went to their death saying "Good luck; God bless you." Colonel Gracie added: "We prayed constantly throughout the night till help came."

HARROWING SCENES.

Lady Duff Gordon, who left in one of the last boats, narrates how the remaining passengers began to be seized with panic.

A few men rushed to the boat but were turned back at the point of Capt. Smith's revolver. Several were felled before order was restored.

As the boat was about to clear the vessel, a man tried to get aboard, but he was shot and his body fell into the boat and remained there.

They saw bodies in all directions; the poor souls could not live long in the icy water.

PATHETIC INCIDENTS.

The millionaires Mr. Widener and Mr. Harris, and the novelist Mr. Furel, died bravely after putting their wives in the life-boats.

Mr. Isidor Straus and his wife perished together, Mrs. Straus successfully resisting being parted from her husband.

When the boats were being lowered, Mr. Hays (who is among the lost) came and shook hands with Major Peuchen, of Toronto, an experienced yachtsman, who commanded boat No. 6. Mr. Hays predicted that the *Titanic* would float till help arrived.

Mr. Howard Case valiantly assisted Major Butt to get women into the boats.

Survivors report that Mr. W. T. Stead came to the door of his state-room and then returned to bed.

Two small French children, giving their names as Louis and Lolo, but no surnames, are parentless and have been taken charge of by Miss Hays.

Mr. Guggenheim, after his wife had left the ship, asked a steward to say to her, if the worst happened, that he had done his best to do his duty.

THE GALLANTRY OF OFFICERS AND CREW.

The survivors who were still aboard when the *Titanic* sank agree that Captain Smith was most heroic to the end.

Just before he was washed off his feet he megaphoned to the crowd, "Be British." Later he was seen helping stragglers in the water.

The other officers and members of the crew nobly seconded his example.

The reports of Capt. Smith's suicide and the suicide of other officers emanated apparently from a half-demented passenger who was one of the first to land.

Mr. George Braden says he saw Capt. Smith as the *Titanic* sank standing alone, when a wave came and knocked him down. He regained his feet, but then another wave carried him off and he disappeared.

The assistant wireless operator of the *Titanic*, Mr. Bride, testifies to the marvellous devotion of his dead chief, Mr. Phillips, who continued working in his cabin when flooded with water. A quarter of an hour after, the Captain said:—"You have done your duty; save yourselves."

M. Sheveret, the Canadian sculptor, declares that there was absolutely no cowardice displayed. He said:—"I take off my hat to the English seamen who went down with their ship, and also those who manned the boats, whom it was difficult to force into them."

All accounts testify to the splendid conduct of the members of the string band, which almost until the last moment played cheerful ragtime selections, finishing with "Nearer, My God, to Thee."

COURAGEOUS CONDUCT.

Passengers praise enthusiastically the calm courage of Col. Astor and Major Butt. Both helped and cheered the women. Col. Astor personally helped a young bride, who was in delicate health, into one of the last boats.

THE LAST OF MR. STEAD.

Reuter's New York correspondent reports that some of the newspapers print brief accounts of the death of Mr. Stead, whom survivors think they saw on a raft with Colonel Astor after the *Titanic* sank.

Other witnesses had seen Colonel Astor with Major Butt (A.D.C. to President Taft) on the bridge as the ship took her final plunge.

It is probable, if this is correct, that both Mr. Stead and Colonel Astor found themselves in the sea and swam to an overturned raft in a final effort to escape.

At any rate, two men, who were taken for Mr. Stead and Colonel Astor, finally succumbed to cold and exposure, released their hold of the raft and disappeared into the sea.

MEN SAVED FROM THE WATER.

Mrs. Churchill Candee, of Washington, who had both legs broken in getting into a lifeboat, declares that most of the men saved were picked up from the water, into which they had plunged after the life-boats were launched.

THE SENATE COMMITTEE'S INVESTIGATION.

HOW MR. ISMAY ESCAPED.

Questioned by the Senate's Committee in regard to the circumstances wherein he left the *Titanic*, Mr. Bruce Ismay, Chairman and Managing Director of the White Star Co., replied, almost in a whisper:—

"One of the boats was being filled when the officers called out to know if there were any more women to go; there were none, and there were no passengers on deck, and as the boat was being lowered I got in."

ALLEGATIONS OF FULL SPEED DENIED.

Mr. Ismay, declared before the Committee that it was untrue that the vessel was proceeding at full speed. He and the captain had arranged to arrive at New York on the night of the 17th inst. and did not deem that it was wise to proceed at full speed on the vessel's first trip.

He was asleep at the time of the collision and was not aware of the proximity of ice and he did not see any until after

the wreck. There was no struggling to enter the boats on the part of the men. He did not see the *Titanic* sink as he sat with his back to her, not wishing to see her go down.

Another telegram states that Mr. Ismay, questioned regarding the speed of the ship, said she was travelling at 21 knots.

SECOND OFFICER'S GRAPHIC STORY.

Reuter's correspondent at New York telegraphs that the investigation by the Committee of the Senate was prolonged but rather perfunctory. After Mr. Ismay, Mr. Rostron, the captain of the *Carpathia*, and the Marconi operator had been examined, Mr. Lightoller, the second officer, testified that he was in charge of the launching of the boats on the port side. When the first was lowered the deck was 70 feet above the water and when the last boat was launched the deck was only a few feet above water. He maintained that the boats were well filled, preference always being given to women. Questioned as to the saving of so many of the crew, he said that he specially enquired and ascertained that out of every six picked up out of the water five were either firemen or stewards. Further, some life-boats returned after the *Titanic* had sunk and rescued men from the sea. No demonstration occurred on board, not even of lamentation on the part of those left behind. He himself escaped by diving as the ship sank. He was sucked under and held on to a ventilator. A terrific gush came up the ventilator, due probably to a boiler explosion, and he was blown clear and came to the surface near a boat.

EVIDENCE OF "TITANIC'S" WIRELESS OPERATOR.

The surviving wireless operator of the *Titanic*, Mr. Bride, whose feet were badly injured, was brought out of hospital to give evidence before the Senate Committee. He testified that at five o'clock on Sunday afternoon, he intercepted a message from the liner *Californian* announcing the presence of three huge icebergs. He informed the Captain of this. The German liner *Frankfort* was the nearest vessel to the *Titanic*. Twenty minutes after the distress signal was sent out, its operator enquired what was the matter. The *Titanic's* operator, Phillips, who was drowned, replied: "You are a fool. Keep out." The *Carpathia* was then hastening towards the *Titanic*. Bride added that the water had reached the bridge before the vessel sank. The Captain remained till the last. He refused to put on a life-preserver, and jumped overboard.

MR. ISMAY ORDERED NOT TO LEAVE.

Despite protests from counsel for the White Star Co. the Senatorial Committee has refused to allow Mr. Ismay, the four officers and twelve of the crew to leave the country.

The inquiry has been adjourned to Washington, where Mr. Ismay and the others have been subpoenaed to appear on Monday, although Mr. Ismay is on the verge of collapse.

The question of international regulations was already being considered.

The motion was withdrawn.

The Senate at Washington has passed a resolution advising the President to

make treaties with the Maritime Powers governing the course, speed and equipment of ocean liners.

SENATOR'S VIOLENT ATTACK.

In the Senate Mr. Raynes made a violent speech in which he attacked Mr. Ismay and expressed the opinion that legal steps should be taken against the White Star officials for the insufficiency of life-saving appliances on the *Titanic*.

On the following day Mr. McCumber protested against "trial conviction and execution on the floor of the Senate without fair and honest consideration of one connected with the *Titanic*."

The Senator evidently referred to the outburst of Senator Raynes.

LINERS TO CARRY SUFFICIENT BOATS.

A New York telegram states that Mr. Ismay has instructed all lines belonging to the International Mercantile Marine Co. to equip all their steamers with sufficient lifeboats and rafts to carry all on board.

A telegram from Hamburg states that the Hamburg-America Co. has decided to provide their vessels with sufficient life-boats to carry every passenger.

SYMPATHY OF THE NATIONS.

Representatives of practically all the Foreign Powers have called at the Foreign Office to express their sympathy in the *Titanic* disaster. Sir Edward Grey has gratefully acknowledged the expressions.

THE RELIEF FUND.

The following contributions have been added to the Relief Fund:

H.R.H. the Prince of Wales	£ 26
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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, &c., should be addressed DAILY PRESS only, and general business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be retained until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MRS. and MR. SOPIESS beg to inform the Public that they have CEASED all connections with THE PARIS TOILET CO., from To-day and that they will Open a New Gentlemen and Ladies' Hairdressing Saloon shortly. Hongkong, 22nd April, 1912. [590]

WANTED.

MODERN HAMMOND TYPE MACHINE, either new or best condition. Apply—

No. 999,
Care of "Daily Press," Office.
Hongkong, 22nd April, 1912. [591]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL GENERAL MEETING of the Members will be held on TUESDAY, the 25th APRIL, 1912, at 4 p.m. in the CHAMBER ROOM, St. George's Building, Chater Road, Hongkong, for the purpose of nominating a Member of the Chamber for appointment to the LEGISLATIVE COUNCIL.

Notice in writing of the names of Candidates and of their Proposers and Seconders to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 20th April, 1912. [592]

G. R.

FOR SALE FOR BREAKING UP.

At H.M. DOCKYARD, Hongkong,
H.M. Torpedo Boat Destroyer,

"H.A.B.T."

Length between perpendiculars ... 194 ft. 3 ins.
Beam (external) ... 19' 52"

Displacement ... 295 tons.
Fitted with 2 sets of triple expansion engines and 3 water-tube boilers, Thorncroft type, (united). Can be viewed alongside Kowloon Cooling Depot during Dockyard hours between 15th and 29th May, on application to the Commodore.

Tender forms with conditions of sale, list of fittings on board together with any further information required can be obtained on application to the NAVAL STORE OFFICES, H.M. DOCKYARD, Hongkong. Tenders are to be lodged in the Commodore's Office before noon on 5th June, 1912.

Hongkong, 23rd April, 1912. [593]

FOR SWATOW, AMOY AND FOOCHOW.

THE Osaka Shosen Kaisha's Steamship

"KAIJO MARU,"

Tons, 2,100 Gross,

will depart from SOON YIP CO.'S WHARF, near the Harbour Office (Praya Central), on WEDNESDAY, the 24th instant, at Noon.

The above steamer has superior accommodation for passengers, 1st class cabin amidships and are fitted with all modern conveniences. Fair Speed. Excellent Cuisine.

CHEAP RATES.

1st Class 2nd Class
Single Return Single Return \$ 8.00 \$ 12.00
FOR SWATOW ... \$15.00 822.50 \$ 8.00 \$12.00

"AMOY" ... 23.03 34.50 15.00 22.50

"FOOCHOW" ... 35.00 52.50 23.00 34.50

N.B.—For the convenience of passengers and shippers this steamer will in future berth alongside the above Wharf.

For further particulars, please apply to

S. HIRAI, Manager,

THE OSAKA SHOSEN KAISHA,
No. 1, Queen's Building,
Hongkong, 22nd April, 1912. [594]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"JAPAN"

Captain A. Stewart, will be despatched for the above Ports on WEDNESDAY, the 24th instant, at 1 p.m.

For Freight or Passage, apply to

DAVID SASSEN & CO., LTD., Agents,

Hongkong, 22nd April, 1912. [595]

GREAT NORTHERN STEAMSHIP CO.

THE Steamship

"MINNESOTA,"

Captain T. W. GABLIK,

FOR SEATTLE,

VIA

NAGASAKI, INLAND SEA, KOBE & YOKOHAMA, on FRIDAY, the 3rd May, at Noon.

For freight or passage and General information, apply to

NIPPON YUSEN KAISHA,

Agents,

1st Floor, Prince's Building,
Chater Road, Hongkong.

Hongkong, 22nd April, 1912. [596]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 22nd day of April, 1912, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND above Tsz Mui Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	1	Tsz Mui Village	N. E. S. W. N. E. S. W. feet feet feet feet	5,000 12 108	0	0

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 22nd day of April, 1912, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Shaukiu Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
2	2	Shaukiu Road	N. E. S. W. N. E. S. W. feet feet feet feet	4,000 12 108	0	0

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Offices of the PUBLIC WORKS DEPARTMENT THIS DAY (MONDAY), the 22nd day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
3	3	Shaukiu Road	N. E. S. W. N. E. S. W. feet feet feet feet	4,000 12 108	0	0

The Purchaser of the Lot will also have to pay the sum of \$25 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM,
Director of Public Works.

Hongkong, 12th April, 1912. [597]

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Offices of the PUBLIC WORKS DEPARTMENT, on MONDAY, the 29th day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
4	4	Shaukiu Road	N. E. S. W. N. E. S. W. feet feet feet feet	4,000 12 108	0	0

The Purchaser of the Lot will also have to pay the sum of \$32 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM,
Director of Public Works.

Hongkong, 12th April, 1912. [598]

INTIMATION

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HOUSEHOLD DRAPERY DEPT.

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DAMASK TABLECLOTHS,
NAPKINS, TEACLOTHS, etc.
COTTON and LINEN SHEETINGS,
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THIRD TRIUMPH TOUR ROUND THE
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The GREAT RAYMOND has appeared
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King Manuel, and King Alfonso, and has re-
ceived Many Decorations.

PRICES \$3.50, \$3, \$2 and \$1.

Booking Opens on MONDAY, the 22nd April,
at MOUTRIES.
Last Car to the Peak.

Hongkong, 16th April, 1912. [557]

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Hongkong, 1st April, 1912. [12]

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Hongkong, 16th April, 1912. [525]

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No. 13, BEACONSFIELD ARCADE,
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"ROGATE" Austin Road, Kowloon, from
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No. 57, PRAYA GRANDE, Macao.

AN IDEAL DRINK FOR
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SUN PILSENER BEER.

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[33]

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Manager,
No. 2, Pedder Street, Hongkong

1912

LOCAL SPORT.

V.R.C. SPORTS.

In beautiful weather, and in the presence of a large number of sporting enthusiasts, representing almost every class of the community, the annual sports held under the auspices of the Victoria Recreation Club took place at Happy Valley on Saturday. The entries for the greater number of the events were not quite so satisfactory as on former occasions, but competition was keen in almost every instance, and the pedestrian events in particular were invested with a good deal of interest. The feature of the day's reunion was the success achieved by J. F. Castro in the short and middle distance events. He succeeded in carrying off both the 100 yards and 440 yards, for the Kew and Mody Challenge Cups respectively. The officials for the day were:

Judges: Mr. A. A. Alves, Mr. A. McKirdy, Mr. R. C. Barlow, Mr. F. A. Mackintosh, Mr. R. L. Bridger, Mr. A. Rodger, Mr. A. Hamilton, Mr. A. P. Nobbs, Mr. J. H. Mead and Dr. C. Forsyth. Referee: Mr. G. A. Caldwell. Clerks of the Course: Mr. A. E. S. Alves, Mr. R. C. Witchell, Mr. A. E. Dunrich, Mr. A. Charlton and Mr. C. E. Poole. Starters: Mr. A. R. Sutherland and Dr. F. H. Kew. Time-keepers: Mr. J. Cruickshank, Mr. T. Chee and Mr. C. Bunje. Hon. Treasurer: Mr. C. D. Silas. Results of the events were as follow:

Long Jump.—F. B. Silva, 17ft. 4ins.
120 yards flat race.—I. L. Goldenburg, scratch, 1; J. M. Roza Pereira, 5 yards, 2. Time, 12 3/4 secs. Won by a yard.

Boys' Race, 100 yards handicap, age 4 to 10 years.—A. Castro, 1; D. Castro, 2; M. Sternberg, 3, Won by three yards.
220 yards flat race.—I. L. Goldenburg, 8 yards, 1; A. E. Combes, scratch, 2, Won by five yards, Time 24 4/5 secs.

Girls' Race 80 yards handicap, age 6 to 10 years.—E. Remedio, 1; A. Tollan, 2. A very close finish.

Bicycle Race, two miles handicap.—A. E. Mothing, 60 yards, 1; D. MacCrae, scratch, 2. Time, 6m. 48s.

100 yards flat race for the Kew Challenge Cup.—J. F. H. Castro, 1; I. L. Goldenburg, 2, Won easily by six yards. Time, 10 2/5 secs.

Half mile flat race, open to soldiers, sailors and police.—Lie Cpl. Richardson, K.O.Y.L.I., 1; Pte. Webb, K.O.Y.L.I., 2; Corp Best, R.E., 3. Won by inches in an exciting finish. Time, 2min. 11secs.

220 yards handicap.—Pereira, 1; N. Maher, 2. Won easily. Time, 25 1/5 secs.

Bicycle Race, three miles handicap.—D. MacCrae, scratch, 1; R. Lee, 120 yards, 2. Won comfortably. Time, 9mins. 29secs.

Half-mile flat race handicap.—F. M. da Cruz, 40 yards, 1; A. E. Combes, scratch, 2. Won by ten yards. Time, 2mins. 13secs.

Girls' Race, 100 yards handicap, age 10 to 15 years.—B. Leonard, 1; M. Leveiro, 2.

BANES.—Hongkong and Shanghai close with small sellers at \$350 and buyers at slightly less. The London rate is unchanged at 233.

MAINE INSURANCES.—Unions are quiet with sellers at \$370 and a somewhat lower rate would probably be accepted for a small parcel. Canton sales at \$210 are obtainable at \$205, but at \$200 there are buyers.

FIRE INSURANCES.—Hongkong after sales at \$339 are now in request at \$340. Chinas have been done at \$130 to \$132, closing with buyers at the former rate, and probable sellers at the latter.

SHIPPI.—Hongkong. Canton and Macao are easier with sales and sellers at \$274. Indo-Chinas have been booked at \$73, but close easier with sellers at this rate and buyers at \$70. Douglasses can be placed at \$21, and Star Ferrys at \$21 (old) and \$19 (new). China and Manillas are quiet at \$11 and Shell Transports at \$12/- middle price.

REFINERY.—China Sugars have been sold at \$105, and Luzons at \$34, the former closing steady, and the latter with sellers at \$33.

MINING.—Raubs after sales in the early part of the week at \$44 and \$46, have suddenly advanced to a buying quotation of \$470. Tronhos are quiet at 78/- (middle price) and Headwoods at 8/- sellers. Chinese Engineerings have been booked at 40/- and later at 30/-, closing with sellers at the former rate.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been done at \$48, and Kowloon Wharves at \$57 and \$58. New Amoy Docks can be placed at \$64. The latest quotation from the North for Shanghai Docks is Tls. 54, and for Shanghai and Hongkong Wharves Tls. 55.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands after further sales at \$102 and \$103 are now enquired for at \$104. Kowloon Lands have been booked at \$244 and West Points at \$54. Humphreys Estates after sales remain in firm request at \$73 with no shares now obtainable under \$72. Hongkong Hotels have buyers at \$109 (old) and \$98 (new), but no sales are reported.

COTTON MILLS.—Hongkong have again been done at \$5, closing steady. Ewos are easier with probable sellers at Tls. 89.

MISCELLANEOUS.—China Providents have sold and are in further request at \$8.

There are buyers of Cements at \$41, Dairy Farms at \$31, Electrics at \$231, China Lights at \$1.40, Powells at \$21, Steam Fisheries at \$4, and Ices at \$205.

Steam Laundries are obtainable at \$8, and Watsons at \$82 after sales at \$54.

Langkays have been done at Tls. 70, and more shares are wanted. Hongkong Electric Trams (low level) have advanced in London to 4/- middle price.

LONDON QUOTATIONS.—The following quotations (middle price) were received from London by wire this morning:

United Serdangs 12/9

Batu Tigas 77/8

Sapongs 25/-

Ledbury 60/-

London Asiatics 12/-

E. & I. Trusts 3/6 premium.

Rubber Trusts 14/- premium.

Troncos 72/6

Hongkong Electric Trams 4/-

Shell Transports 112/-

Chinese Engineers 39/0

Indo-Chinas 137/6

Para Rubber 4/10/- quiet.

law.

These tiny Capsules — superior to Copainha, Cubeb, and Injections — CURE the same diseases as these drugs in

FORTY-EIGHT HOURS
without inconvenience.

Each Capsule bears the name
SANTAL MIDY
Paris, 8, rue Vivienne
Sold by all Chemists.

Several ladies have asked General Li to establish a women's law school in order to promote the political education of women as a preliminary step to giving them voice in the parliament. It is reported that General Li has told them that the time is not yet ripe for women to learn

THE HONGKONG DAILY PRESS, MONDAY, APRIL 1912.

WM. POWELL, NEW VICTOR RECORDS

\$1.20 EACH.

ROBINSON PIANO Co., Ltd.

THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

[194]

GARNER, QUELCH & Co.,

WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

[123]

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

ADDRESS FROM

Benjamin Passenger Austria

Lloydiano Shanghai

Captain Hunt Punjab London-Sub

Ceres Vicksburg

Chingwan Taipeh

Compton Manila

George Deulen Manila

Huneloung Pathengkaihow

Street Port Louis Mauritius

Kean Hongkong Hotel Cavite, P.I.

Konghaphlong Manila

Kwongtaiklong Madras

Kwongyak Singapore

Leongwa No. 30, Third floor Bangkok

Pottinger Street Manila

Major Almezo Gary Steamer

Fuennang Manila

Mansfield Manchester

MC Kuala Lumpur

Mr. Wong Fung Chee Chairman

KWOK Middle Market Saigon

Nichols Manila

Quinan Passenger Korea Manila

Schillige Manchester

Tackyuen London

Taytiangaioung Semarang

Tentona Bangkok

Toongyai Chop Sang Cheong Kuala Kubu

Twenty Main Street Kuala Kubu

Benger's Food is specially prepared to build up the weakened digestive system, and to promote a high state of bodily nutrition while doing so.

It is the only food enabling rest and regulated exercise to be given to the digestive functions.

Benger's is not a predigested food, nor does it contain dried milk. It is made with fresh milk, and forms a creamy and delicious cream with a delicate biscuit flavour. Patients never tire of

Benger's Food.

but, on the contrary, continue to enjoy it.

Every household and private library of "Benger's Food" will find it a valuable addition to the diet of INFANTS, INVALIDS, AND THE AGED." Post Free from Benger's Food Ltd., Old Works, MANCHESTER, ENGLAND. Benger's Food is sold by Druggists, etc. everywhere.

[614]

NARA HOTEL

Now Open.

The Best

in Japan.

THE

ANCIENT

CAPITAL.

NARA, JAPAN.

[384-1]

NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF

IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & Co.,

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 40,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at
Antung-Hsien Liao-Yang Ryojan
Calcutta (Port Arthur)
Bombay London Shanghai
Changchun Lyons
Dairan (Daijin) Nagasaki Tieling
Fengtien (Mukden) Newchwang Tientin
Hankow New York Tokyo
Honchun Osaka
Kobe Pekin

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,
Manager,

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—
STERLING ... \$15,000,000
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS.

E. SHILLIM, Esq.—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forrester, Esq. G. H. Medhurst, Esq.
G. Friesland, Esq. W. L. Fattenden, Esq.
C. S. Gubey, Esq. Hon. Mr. C. H. Eason
G. R. Laurens, Esq. H. A. Siebs, Esq.
F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

MANAGER:

Shanghai—H. E. B. HUNTER.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABE,

Chief Manager.

Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROP'TORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,

Manager.

Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

A. S. WATSON & CO., LTD.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,000
RESERVE FUND ... 365,000

HEAD OFFICE:

40, Threadneedle Street,

LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Singapore, Howrah, Madras, Kotsi Bahru, Kelantan, Kuala Lumpur, F.M., Rangoon, Colombo, Shanghai, Kandy.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & CO., LTD.

BANKERS:

Bank of England.

London Joint Stock Bank, LTD.
Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on the Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,

Manager.

Hongkong, 29th March, 1912. [193]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital FL 15,000,000 (\$1,250,000), Paid up Capital FL 12,401,050 (\$1,033,421) Reserve Fund FL 3,252,157.01 (\$271,013)

HEAD OFFICE—AMSTERDAM.

HEAD AGENCY—BATAVIA.

LONDON BANKERS

The Williams Deacons Bank, SWISS BANKER.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—

12 months 4% per annum.

6 do. 3½ do.

3 do. 2½ do.

C. WOLDRINGH, Manager,

No. 2, Des Vaux Road Central, Hongkong, 15th August, 1909. [22]

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEE, FORMOSA.

BRANCHES AND AGENTS:
Amoy Swatow Tainan
Amzing Kobe Tamsui
Canton Nagasaki Tokyo
Foochow Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE:
3, DES VEAU ROAD,
Interest allowed on Current Accounts
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1316]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application. INTEREST on deposits is allowed at 2½ per cent. per annum.

Depositors may transfer, at their option, balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXE DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABE,
Chief Manager.

Hongkong, 14th January, 1911. [121]

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICES: 36, Bishopsgate, E.C.

BRANCHES:
Bombay
Calcutta
Canton
Cape
Colo
Empire
Hongkong
Hull

Kobe
Manila
Madro
Panama
Pekin
San Francisco
Shanghai
Yokohama

CAPITAL AND RESERVE about £1,000,000 about £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available, all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 23rd March, 1912. [223]

AS SUPPLIED TO THE HOUSE OF COMMONS

THORNE'S OLD VAT

NO. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & CO., LTD.

538

SOUVENIRS OF

THE DELHI DURBAR:

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consignment of Beautiful Delhi Work, Washable.

Early inspection solicited.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Corner of Zetland Street, Hongkong.

Hongkong, 17th April, 1912. [50]

SELF CURE NO FICTION I
NO SUPPLIER NEED HOW DESPAIR,
THE NEW FRENCH REMEDY.

THERAPION No. 2

Cure blood poison, bad legs, ulcers, sores, painful swellings, etc. when internal treatment fails.

THERAPION No. 3

Cures chronic weakness, joint & bone diseases.

THERAPION No. 4

Cures skin diseases, etc. when internal treatment fails.

THERAPION No. 5

Cures to stay cured.

C. WOLDRINGH, Manager,

No. 2, Des Vaux Road Central, Hongkong, 15th August, 1909. [22]

INTIMATION

A MACHINE A MINUTE

The week just closed, as this issue goes to press, has been epoch making in the annals of the writing machine. A great milestone has been reached and passed in the history of the

writing machine. A machine a minute.

Pressure is now highest in the neighbourhood of the Bonins.

Fresh S. winds are indicated along the East coast, and moderate S.E. winds to light airs over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

* Hongkong & Neighbourhood

Formosa Channel ... Variable winds, moderate.

South coast of China between Formosa Channel and Lantau Island, light.

South coast of China between Hongkong and Lantau Island, same as No. 1.

* S.E. winds, moderate to light; fair, fog later.

During the week we have booked orders for more than a machine a minute for every working hour.

VISIBLE MODELS '10 AND '11

Not many years ago Remington sales were sixty machines per month; now they are over sixty machines per hour.

—MORE THAN A MACHINE A MINUTE.

Such is Remington progress.

REMINGTON TYPEWRITER CO.

(INCORPORATED).

47-3 SIEMSSEN & Co., (MACHINERY DEPT.),

HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"KUTSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. SATURDAY, the 20th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 19th April, 1911. [15]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MANCHESTER, MIDDLEBROOK, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLEN STRABE"

Captain Jas. McGillivray, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Claims will be admitted after the 23rd inst., at 10 A

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: Is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is £120, including berth and meal across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	TONS	STARTING	1912
CHINA	10,200	"	TUESDAY, 23rd April, at 1 P.M.
MANCHESTER	27,000	"	TUESDAY, 30th April, at 1 P.M.
N.I.E.	11,000	"	TUESDAY, 14th May, at 1 P.M.
MONGOLIA	27,000	"	TUESDAY, 21st May, at 1 P.M.
PERSE	8,000	"	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	"	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 2nd July, at 1 P.M.
CHINA	10,200	"	TUESDAY, 9th July, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.

SEATTLE &
PORTLAND (Or.)

VIA

HANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

THE BANK LINE.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, are most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780, KING'S BUILDING, Praya Centre

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNERIC" ... 3,000 tons ... 1st Half May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

27th April. S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

MONDAY, 22ND APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 23RD APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 | S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 28TH APRIL.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [145]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

new Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons.

S.S. CHIYO MARU... 21,000 tons.

S.S. SHINYO MARU... 21,000 tons.

AND

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canons—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

611

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHHWAN, TOME'S & CO., General Managers, Hongkong, 22nd April, 1912.

PHILIPPINES S.S. CO.

[145]

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
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MANAGING AGENTS.

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REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

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Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the

SHIPPING

ARRIVALS

ACHILLES, British str., 4,494, L. C. Thomson, 19th April—Shanghai 16th April, General—Butterfield & Swire.
 CARL DIEDERICHSEN, German str., 774, Ch. Jurgenson, 20th April—Haiphong 17th April, General—Johsen & Co.
 FRI, Norwegian str., 680, Waglo, 20th April—Newchwang 11th April, General—Aagaard, Thoresen & Co.
 HELENE, German str., 717, J. Jissen, 21st April—Swatow 20th April, General—Johsen & Co.
 HAITAN, British str., J. S. Roach, 21st April—Swatow 20th April, General—Douglas, Lapraik & Co.
 H. M. S. DEFENCE, British cruiser, 14,600, 19th April—England.
 KAII MARY, Japanese str., 2,084, Y. Y. Nenamoto, 20th April—Swatow 19th April, General—Order.
 LOCKHORN, German str., 1,057, W. Teubert, 20th April—Singapore 16th April, Rice and Meal—Butterfield & Swire.
 MANCHURIA, American str., 5,750, A. Dixon, 20th April—San Francisco 21st March, Mails and General—Pacific Mail S. Co.
 MARIE, German str., 1,169, H. S. Chlebiker, 20th April—Saigon 16th April, Rice and Cotton—Johnson & Co.
 MINNESOTA, American str., 20,718, T. W. Garlick, 21st April—Seattle 16th March, General—Nippon Yusen Kaisha.
 ONSANG, British str., 21st April—Canton, Ponotong, German str., 598, W. Botofahr, 20th April—Saigon 16th April, Rice and Meal—Butterfield & Swire.
 SIKIANS, French str., 615, E. de Catalano, 21st April—Haiphong 16th April, General—Messagers Maritimes.
 TENGSHIN, MARU, Japanese str., 3,874, T. Hori, 10th April—Singapore 11th April, General—Nippon Yusen Kaisha.
 TJIJLWONG, Dutch str., 3,061, A. Oldenburger, 20th April—Japan 11th April—Java-China-Japan 11th April.
 UJINA MARU, Japanese str., 3,248, Kamatsu, 20th April—Mitsui 14th April, Coal—Mitsui Bussan Kaisha.

DEPARTURES

April 20th.
 C. APCAR, British str., for Straits.
 CERONIA, Russian str., for Amoy.
 EMPRESS OF INDIA, British str., for Shanghai.
 FOKEANG, British str., for Japan.
 GERMANY, German str., for Jaluit.
 JENSEN MARU, Jap. str., for Straits.
 KOEGER, Austrian str., for Singapore.
 KYOTO MARU, Japanese str., for Singapore.
 MATHILDE, German str., for Haiphong.
 P. WALDENMAR, German str., for Australia.
 VEGA, Norwegian str., for Japan.
 TAMON MARU, Japanese str., for Japan.
 TIKOBAR, Dutch str., for Batavia.
 TRIUMPH, German str., for Canton.
 YUENBANG, British str., for Manila.
 ZAFIRO, American str., for Manila.
 April 21st.
 ACHILLES, British str., for Singapore.
 C. OF HUAI, British str., for Shanghai.
 DAINICHI MARU, Jap. str., for Karatsu.
 DALIN MARU, Japanese str., for Swatow.
 FRI, Norwegian str., for Canton.
 FUKU MARU, Japanese str., for Japan.
 HAIMEN, British str., for Swatow.
 HANGSANG, British str., for Shanghai.
 LINAN, British str., for Shanghai.
 MADURA, British str., for Singapore.
 MACSUNG, British str., for Shanghai.
 PITTSANLUOK, German str., for Bangkok.
 SEKT, German str., for Bangkok.

VESSELS ON THE BEETH

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT THE MALABAR COAST AND TO PROCEED VIA THE CAPE OF GOOD HOPE.
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 S.S. "MONTRÉAL" ... On or about 23rd April.
 For Freight and further information, apply—
 DODWELL & CO., LTD.
 Agents.
 Hongkong, 2nd April, 1912. [53]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CYLO, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

"ASSAYE"
 Captain G. W. Cookman, R.N.R., carrying His Majesty's mails will be despatched from this for BOMBAY on SATURDAY, the 27th April, 1912, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s.s.s. "MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marsella and London, other Cargo for London, etc., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 7th June 1912.

Parcel will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. LEWETT,
 Superintendent.

Hongkong, 16th April, 1912. [53]

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

THE Steamship
 "GLENFARG."

Captain W. L. Hartnell, will be despatched for LONDON on or about the 10th May.

This Steamer has excellent accommodation for First Class Passengers.

SAOON FARE £35.

For Passage, apply to
 SHEWAN, TOMES & CO., Agents.

Hongkong, 16th April, 1912. [53]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A", midway between Hongkong and Kowloon "B", and those vessels berthed at the Kowloon Wharf "C", together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	SHIP'S NAME	FLAG & CO.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 27th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	On 1st May, at 10 A.M.
GREENFARG	BRITISH ISLES	Brit. str.	—	W. L. Hartnell	SHEWAN, TOMES & CO.	About 10th May.
ESTONIA	ARCADIA	Brit. str.	—	G. C. Cundy	JARDINE, MATTHESON & CO., LTD.	About 15th May.
O. J. D. AHLENS	CEMET	Brit. str.	—	Gronau	HAMBURG-AMERICA LINE	On 4th May.
ROTTERDAM, HAMBURG & ANTWERP	LAUREL	Brit. str.	—	Salmon	HAMBURG-AMERICA LINE	On 31st May.
ROTTERDAM, HAMBURG & ANTWERP	SCANDIA	Brit. str.	—	Knusel	HAMBURG-AMERICA LINE	On 12th May.
HAVRE, BREMEN & HAMBURG	ATUNTA MARU	Jap. str.	—	J. Nagao	HAMBURG-AMERICA LINE	On 7th June.
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SACHEM	Brit. str.	—	Wagner	NIPPON YUSEN KAISHA	On 24th inst. at D'Light.
MARSELLES, HAVER & HAMBURG	SITHONIA	Brit. str.	—	Kotake	HAMBURG-AMERICA LINE	On 6th May.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI	AWA MARU	Jap. str.	—	E. Shimez	HAMBURG-AMERICA LINE	On 30th May.
VICTORIA, B.C. & TACOMA VIA SHANGHAI	PANAMA MARU	Jap. str.	—	Nippon Yusen Kaisha	Tomorrow, at Noon.	
VICTORIA, B.C. & TACOMA VIA SHANGHAI	SHATTUCK MARU	Jap. str.	—	OKA SHOSEN KAISHA	On 30th inst. at 1 P.M.	
CHINA	BOHEMIA	Ama. str.	—	OKA SHOSEN KAISHA	On 14th May, at 1 P.M.	
MONTRÉAL	MONTROSE	Brit. str.	—	SANDRE, WEILER & CO.	On 1st May.	
MATOFPO	EMPEROR OF JAPAN	Brit. str.	2 m.	DODWELL & CO., LTD.	On 19th May, at 6 P.M.	
MONTAGNA	MONTAGNA	Brit. str.	2 m.	THE BANK LINE LTD.	About 23rd inst.	
CHINA	DORMANT	—	W. Davison	CANADIAN PACIFIC R. CO.	On 11th May, at 6 P.M.	
MANGCHURIA	CHIYO MARU	Brit. str.	—	PACIFIC MAIL S.S. CO.	On 1st June, at 6 P.M.	
CHANGSHA	ST. ALBANS	Brit. str.	—	PACIFIC MAIL S.S. CO.	To-morrow, at 1 P.M.	
TIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	E. F. FERDINAND	Brit. str.	—	TOYO KAIHEN KAISHA	On 7th May, at Noon.	
NEW YORK	FASILKA	Brit. str.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
NEW YORK	KIRINO MARU	Brit. str.	—	GIBB, LIVINGSTON & CO.	On 27th inst. at Noon.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	COELLINE	Brit. str.	—	SANDRE, WEILER & CO.	About 26th inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MINNEOLA	Brit. str.	—	JARDINE, MATTHESON & CO., LTD.	On 2nd May, at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIKKO MARU	Brit. str.	—	NIPPON YUSEN KAISHA	On 25th Inst.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TSITRONA	Brit. str.	—	MELCHERS & CO.	About 3rd May.	
AUSTRALIAN PORTS VIA MANILA	ASIAN PORTS	Brit. str.	—	PACIFIC MAIL S.S. CO.	On 3rd May, at Noon.	
YOKOHAMA, KOBE & SHANGHAI	YOKOHAMA	Brit. str.	—	TOYO KAIHEN KAISHA	On 7th June, at Noon.	
KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	—	BUTTERFIELD & SWIRE	Quick despatch.	
KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	—	GIBB, LIVINGSTON & CO.	On 24th Inst.	
YOKOHAMA, KOBE & SHANGHAI	YOKOHAMA	Brit. str.	—	SANDRE, WEILER & CO.	On 24th Inst.	
TIENTSIN, WEIHAIWEI	YOKOHAMA	Brit. str.	—	JARDINE, MATTHESON & CO., LTD.	On 2nd May, at Noon.	
TSINGTAO, CHFOO & NEWCHIANG	YOKOHAMA	Brit. str.	—	NIPPON YUSEN KAISHA	On 25th Inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	—	MELCHERS & CO.	About 3rd May.	
SHANGHAI, MOJI & KOBE	YOKOHAMA	Brit. str.	—	NIPPON YUSEN KAISHA	On 8th May, at Noon.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	TOYO KAIHEN KAISHA	On 7th June, at Noon.	
SHANGHAI	TSITRONA	Brit. str.	—	JAVA-CHINA-JAPAN LINE	Quick despatch.	
SHANGHAI	PEKING	Brit. str.	—	JARDINE, MATTHESON & CO., LTD.	On 24th Inst.	
KWONGSANG	TSITRONA	Brit. str.	—	BUTTERFIELD & SWIRE	On 25th Inst., at 4 P.M.	
ORIENTAL	TSITRONA	Brit. str.	—	P. & O. S. N. CO.	On 26th Inst., at 4 P.M.	
ANHUI	TSITRONA	Brit. str.	—	BUTTERFIELD & SWIRE	About 22nd Inst.	
BUELOW	TSITRONA	Brit. str.	—	KOTSTE	To-morrow, at Noon.	
BOHEMIA	TSITRONA	Brit. str.	—	TOSAWA	On 24th Inst.	
CEYLON	TSITRONA	Brit. str.	—	W. H. S. Hall	On 26th Inst., at 4 P.M.	
MONTMOUTH	SHIRE	Brit. str.	—	Bradley	On 26th Inst., at 4 P.M.	
TSITRONA	TSITRONA	Brit. str.	—	Kotste	On 27th Inst., at 2 P.M.	
ONTSANG	TSITRONA	Brit. str.	—	Tosawa	On 30th Inst., at 4 P.M.	
KALFOU	TSITRONA	Brit. str.	—	W. F. Richard	Quick despatch.	
DAIJIN MARU	TSITRONA	Brit. str.	—	J. A. Valentini	To-day, at 2 P.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	J. R. Harris	On 24th Inst., at 10 A.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	H. Forrester	On 24th Inst., at 4 P.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	P. E. Cope	On 25th Inst., at Noon.	
DAIJIN MARU	TSITRONA	Brit. str.	—	L. Kingfisher	On 29th Inst., at 11 A.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	J. W. Evans	On 24th Inst., at 11 A.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	W. C. Passmore	On 26th Inst., at 11 A.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	P. H. Rolfe	On 30th Inst., at 11 A.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	M. C. Smith	On 4th May, at 2 P.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	Siddford	On 10th Inst., at 4 P.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	Leak	To-morrow, at 4 P.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	L. Mass	On 27th Inst., at 2 P.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	S. A. Crosby	On 30th Inst., at Noon.	
DAIJIN MARU	TSITRONA	Brit. str.	—	Bouman	Quick despatch.	
DAIJIN MARU	TSITRONA	Brit. str.	—	T. Sato	On 4th May.	
DAIJIN MARU	TSITRONA	Brit. str.	—	A. Mocke	On 24th Inst., at 1 P.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	E. W. Hanly	On 27th Inst., at Noon.	
DAIJIN MARU	TSITRONA	Brit. str.	—	G. M. B. Lake	On 29th Inst., at Noon.	
DAIJIN MARU	TSITRONA	Brit. str.	—	R. O. Sullivan	On 24th Inst., at 9 A.M.	
DAIJIN MARU	TSITRONA	Brit. str.	—	E. de Catalano		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BOBNEO Capt. W. H. S. Hall	About 22nd April. Freight and Passage.
SHANGHAI	ORIENTAL Capt. Valentine	5 P.M. 24th April. Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. G. W. Cockman, E.N.C.	Noon, 27th April. See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE	NAMUR Capt. F. E. Audrows, E.N.C.	10 A.M. 1st May. Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES	12th May.	Speed 21 KNOTS, Displacement 21,000 TONS.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22d April, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION		STEAMERS	TO SAIL
FOR			
MANILA, ZAMBOANGA, THUDES, DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, MANILA, CEBU and ILIOILO, SHANGHAI & TIENTSIN, TSINGTAU, CHENGUO & NEWCHANG, SHANGHAI	"CHANGSHA", "KAIFONG", "CHINHUA", "HUICHOW", "KUOKIANG", "ANHUA"	On 22nd April, 4 P.M. On 23rd April, 4 P.M. On 25th April, 4 P.M. On 26th April, 4 P.M. On 26th April, 4 P.M. On 27th April, Mid-night.	
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LIITAN" and S.S. "SAN."		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried throughout and Electric Fans in the State-rooms. Cabin accommodation Amidships. Electric Fans fitted, Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.			
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUA," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, Electric Light throughout every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.			
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.			
These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.			
REDUCED FARES:—SINGLE \$45.....RETURN \$75.	BUTTERFIELD & SWINE, AGENTS.		
For Freight or Passage apply to—	Hongkong, 20th April, 1912.		

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS			
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.			
FOE			
SWATOW, AMOY AND FOOCHOW AND RETURN. (Occupying 9 to 10 Days).			
STEAMSHIP			
"HAITAN" ...	Capt. J. S. Beach	TUESDAY, 23rd April, at 11 A.M.	
"HAIYANG" ...	Capt. J. W. Evans	FRIDAY, 26th April, at 11 A.M.	
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 30th April, at 11 A.M.	
FOR SWATOW AND RETURN. (Occupying 3 Days).			
"HAIMUN" ...	Capt. A. H. Stewart	WEDDAY, 24th April, at 11 A.M.	
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).			
For Freight and Passage, apply to—			
DOUGLAS, LAPBAIK & CO., GENERAL MANAGERS.			
Hongkong, 20th April, 1912.			

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)			
MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZER and POETZ SAID.			
S.S. "BOHEMIA," 7,900 tons, will leave seaboard on 19th May, 1912, 6 P.M.			
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.			
TO SHANGHAI.			
S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.			
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. Cheap rates, Hongkong-Trieste, Venice, \$50 per 1st, \$25 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor Laundry, Wireless Telegraphy.			
MONTHLY ORDINARY SERVICE,			
S.S. "E. FRANZ FERDINAND," 12,400 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 26th April.			
S.S. "CHINA," 11,000 tons, will leave for TRIESTE, FUJU and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, KARACHI, ADEN, SUZER, PORT SAID, on 1st May.			
These steamers are fitted with comfortable cabin class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.			
ROUND THE WORLD TICKETS ARE ISSUED.			
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to			
SANDER, WIELER & CO., Agents, Princes' Building.			
Hongkong, 22d April, 1912.			

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."			
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.			
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.			
TAKING cargo at through rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marceilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.			
NEXT SAILINGS FROM HONGKONG:			

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	
FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. O. J. D. AHLERS ... 24th April.	4th May.
FOR MARSEILLES, HAVRE & HAMBURG: S.S. SACHSEN ... 6th May.	
FOR HAVRE, BREMEN & HAMBURG: S.S. C. FEIRD LARIZZ ... 12th May.	
FOR MARSEILLES, HAVRE & HAMBURG: S.S. PITEONIA ... 30th May.	
FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. ARCADIA ... 31st May.	
FOR HAVRE, BREMEN & HAMBURG: S.S. SCANDIA ... 7th June.	

For Further Particulars, apply to—

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU AND
TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

STEAMERS	CAPTAIN	DATE OF SAILING.
CHIYO MARU ...	W. W. Greene ...	TUESDAY, 7th May, NOON.
NIPPON MARU ...	A. G. Stevens ...	TUESDAY, 28th May, at Noon.
TENYO MARU ...	E. Bent ...	TUESDAY, 4th June, at Noon.
SHINYO MARU ...	H. S. Smith ...	TUESDAY, 25th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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DATE OF SAILING.

TONNAGE

about

NAMUR ... 7000 May 1 June 14

PALAWAN ... 5000 May 15 June 29

BORNEO ... 5000 May 29 July 13

SYRIA ... 7000 June 12 July 27

NORE ... 7000 June 26 August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1ST SALOON £106.14 SINGLE £72.12

2ND SALOON £49.8 E 72.12

WHY WORK ONE HOUR
if the same work can be done
IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 19th April, 1912. [48-14]



Will be sent for inspection on application.

HUGO C. A. FROMM,
4, QUEEN'S BUILDINGS.

Hongkong, 9th April, 1912. [48-15]

\$220.

If you buy a
"CONTINENTAL"Your
PRESENTTYPEWRITER
will be taken as part
payment valued to its
condition.

HUGO C. A. FROMM,
4, QUEEN'S BUILDINGS.

Hongkong, 9th April, 1912. [48-15]



Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 19th April, 1912. [48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Hupel, Hunan and Tengyueh.

The Yarra, with the French Mail, left Saigon on Friday, the 19th instant, at 2 p.m. and may be expected here to-day.

The Oriental with the English Mail, left Singapore on Friday, the 19th instant, at 4 p.m. and may be expected here on Wednesday, the 24th instant, at 7 a.m. This packet brings parcel mails closed in London for despatch by the all sea route on the 1st March and for despatch overland on the 27th March.

FOR
Holow, Tourane and Quinhon ...
Japan via Kobe ...
Macao ...
Philippines Islands, Australia, Tasmania and New Zealand ...
SHANGHAI, NORTH CHINA and JAPAN via KOBE ...
(EUROPE via SIBERIA)

Haiphong and Pakhoi ...
Shanghai, North China, Japan via Kobe ...
Shanghai, North China, Japan via Moji ...
Victoria B.C., and United States via Seattle ...
Swatow, Amoy, Formosa and Foochow ...

SHANGHAI, NORTH CHINA, JAPAN
HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO, (EUROPE, via SIBERIA) ...

SAIGON, STEATS, CYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLE. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail ... Late Letters 11.00 A.M. to NOON Extra Postage 10 cents

Philipine Islands ...
Straits and Ceylon ...
Fort Bayard Haiphong, and Pakhoi ...
Swatow ...
Swatow, Amoy, Formosa and Foochow ...
Weihsien and Tientsin ...
Straits, and India via Calcutta ...
SHANGHAI, NORTH CHINA (EUROPE via SIBERIA)

Shanghai and North China ...
Shanghai and North China ...
Swatow, Amoy, Formosa and Foochow ...
Weihsien and Tientsin ...
Tientsin and Chefoo ...
STRATES, BURMA, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via BUNDI. Late Letters 11.00 to NOON Extra Postage 10 cents

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

The Parcel mail will be closed on Friday, the 26th instant, at 5 P.M.

PER
Helene ... Monday, 22nd, 9.00 A.M.
Tenesh Maru ... Monday, 22nd, 11.00 A.M.
Sui Tai ... Monday, 22nd, 1.15 P.M.
Changsha ... Monday, 22nd, 3.00 P.M.
Yarra ... Monday, 22nd, 4.00 P.M.

Carl Diederichsen Tuesday, 23rd, 9.00 A.M.
Kutsang ... Tuesday, 23rd, 10.00 A.M.
Ava Maru ... Tuesday, 23rd, 10.00 A.M.

Haitan ... Tuesday, 23rd, 10.00 A.M.
Printed Matter, and Samples ... 10.00 A.M.
Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)

Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)

Registration, Kowloon B.O. ... 9.30 A.M.
No late fee ... 11.00 A.M.

Tuesday, 23rd, Printed Matter, and Samples ... 10.00 A.M.
Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)

Registration, Kowloon B.O. ... 9.30 A.M.
No late fee ... 11.00 A.M.

Kaifong ... Tuesday, 23rd, Printed Matter, and Samples ... 10.00 A.M.
Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)

Registration, Kowloon B.O. ... 9.30 A.M.
No late fee ... 11.00 A.M.

Saturday, 27th, Printed Matter, and Samples ... 10.00 A.M.
Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)

Registration, Kowloon B.O. ... 9.30 A.M.
No late fee ... 11.00 A.M.

Assays ... Friday, 26th, 3.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS

April 20th.

On LONDON—	Telegraphic Transfer	1/11
Bank Bills, on demand	1/11	
Bank Bills, at 30 days' sight	1/11	
Bank Bills, at 4 months' sight	1/11	
Credits, at 4 months' sight	2/1	
Documentary Bills, 4 months' sight	2/1	
On PARIS—		
Bank Bills, on demand	24/	
Bank Bills, at 4 months' sight	25/2	
On GERMANY—	On demand	20/1
On NEW YORK—	Bank Bills, on demand	47/
	Credits, at 60 days' sight	48/
On JAPAN—	Telegraphic Transfer	146/
Bank, on demand	146/	
On CALCUTTA—	Telegraphic Transfer	146/
Bank, on demand	146/	
On SHANGHAI—	Bank, at sight	73/
	Private, 30 days' sight	73/
On YOKOHAMA—	On demand	96/
On MANILA—	On demand	96/
On SINGAPORE—	On demand	83/
On BATAVIA—	On demand	117/
On HAMPHONG—	On demand	13/
On SAIGON—	On demand	14/
On BANGKOK—	On demand	76/
SOVEREIGN, Bank's Buying Rate	\$10.15	
GOLD LEAP, 100 fine, per tael	\$53.20	
BAL SILVER, per oz.	27/	

SUBSIDIARY COINS

per cent

Chinese ... 20 cents pieces ... 36-95 discount.

Chinese ... 10 " " 7.45 "

Hongkong ... 20 " " 10.47 "

Hongkong ... 10 " " 7.28 "

BANKS—

Hongkong & Shanghai Bank Corporation

120,000 \$125 all \$850

China Barco Company, Limited ... 60,000 \$12 all 11.10, buyers

China Light and Power Company, Limited ... 50,000 \$15 all \$1.30, buyers

China Provident, Loan & Mortgage Co., Ltd ... 50,000 \$10 all 78, sal. & buy.

COTTON MILLS—

Two Cotton Spinn' & Weaving Co., Ltd.

Hongkong Cotton Spinning Co., Ltd.

Dairy Farm Company, Limited ... 20,000 \$10 all Tls. 89

125,000 \$10 all \$5

40,000 \$74 all \$21, buyers

DOCKS AND WHARVES—

Hong Kong & Kowloon Wharf & G. Co., Ltd.

Hongkong and Whampoa Dock Co., Ltd.

New Amoy Dock Co., Limited ... 60,000 \$52 all \$48

Shanghai Dock and Engineering Co., Ltd ... 50,000 \$62 all \$62, buyers

Shanghai and Hongkong Wharf Co., Ltd ... 55,700 Tls. 100 all Tls. 54

36,000 Tls. 100 all Tls. 35

Green Island Cement Co., Limited ... 400,000 \$10 all \$44, buyers

Hongkong Electric Co., Limited ... 60,000 \$10 all \$23, buyers

Hongkong Hotel Company, Limited ... 12,000 \$50 all \$109 buyers

Manila Metropolis Hotel Limited ... 8,000 \$10 all \$63 buyers

Hongkong Ice Company, Limited ... 15,000 \$25 all \$205

Hongkong Rope Manufacturing Co., Limited ... 60,000 \$10 all \$18

Hongkong & South China Steam Fisheries Co., Ltd ... 15,000 \$10 all \$4, buyers

INSURANCES—

Canton Insurance Office Co., Limited ... 10,000 \$250 \$50 1206, buyers

China Fire Insurance Co., Limited ... 20,000 \$100 \$20 1131, buyers

China Traders Insurance Co., Limited ... 24,000 \$83.33 \$25 \$105

Hongkong Fire Insurance Co., Limited ... 8,000 \$250 \$50 1240, buyers

North-China Insurance Co., Limited ... 10,000 \$15 \$28 Tls. 145

Union Insurance Society, Limited ... 12,400 \$250 \$100 \$870

Yangtze Insurance Association, Limited ... 12,000 \$100 \$60 \$210, Ex. 73

LANDS AND BUILDINGS—

Hongkong Land Investment Agency Co., Ltd.

Humphreys' Estate and Finance Co., Ltd.

Kowloon Land and Building Co., Ltd.

Shanghai Land Investment Co., Limited ... 50,000 \$100 all \$104, buyers

West Point Building Co., Limited ... 150,000 \$100 all \$73, buyers

Westchappi tot Mijn, Bosch-en ... 6,000 \$50 \$50 Tls. 88

Landboww exploitation in Laughton ... 25,000 Gds. 10 all Tls. 71, sales

MINING—

Chinese Engineering and M. Co., Ltd.

1,000,000 \$1 \$1 all 40%, sellers .

Tronoh Mines, Limited ... 160,000 \$1 \$1 all 72/5

Heewood Tin and Rubber Estate, Ltd ... 715,280 \$1/2 \$1 all 5/-

Raub Australian Gold Mining Co., Ltd ... 200,000 \$10 \$1 all \$43

Peak Tramways Co., Limited ... 25,000 \$10 \$1 all \$12

Philippine Co., Limited ... 75,000 \$10 \$1 all \$5, buyers

REFINERIES—

China Sugar Refining Co., Limited ... 20,000 \$100 all \$104, buyers

Linson Sugar Refining Co., Limited ... 7,000 \$100 all \$133, sellers

STEAMSHIP COMPANIES—

China and Manila Steamship Co., Ltd ... 30,000 \$25 all \$114

Douglas Steamship Co., Limited ... 29,000 \$50 all \$21, buyers

Hongkong, Canton & Macao S.S. Co., Ltd ... 80,000 \$15 all \$27/5, sellers

Indo-China Steam Navigation Co., Ltd ... 60,000 pref. \$25 all \$70, 1/2, London, bn. Tls. 157, 158

Shell Transport & Trading Co., Limited ... 2,500,000 \$1 \$1 all 112/-

Star Ferry Company, Limited ... 10,000 \$10 \$1 all \$31, buyers

South China Morning Post, Limited ... 6,000 \$25 \$15 \$19, buyers